



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BISMARCK, ND	<b>Accident Number:</b>	DEN86FA075
<b>Date &amp; Time:</b>	02/06/1986, 1137 CDT	<b>Registration:</b>	N55654
<b>Aircraft:</b>	PIPER PA-34-200	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE ACFT WAS OBSERVED DESCENDING OUT OF A LOW CEILING WHEN IT SUDDENLY MADE AN ABRUPT LEFT TURN. ENGINE NOISE SEEMED TO INCREASE MOMENTARILY AND THEN THE NOSE OF THE ACFT DROPPED TO A NEAR VERTICAL POSITION. THE TWIN ENGINE ACFT CRASHED INTO A VACANT HOUSE TRAILER DESTROYING THE ACFT. SUBSEQUENT EXAMINATION OF THE WRECKAGE REVEALED 2 FUEL INJECTOR NOZZLES OF THE LEFT ENGINE WERE CLOGGED WITH FOREIGN MATERIAL AND CONTAMINATION WAS FOUND IN THE FUEL CONTROL UNIT OF THE SAME ENGINE.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) FUEL SYSTEM,INJECTOR - BLOCKED(PARTIAL)
  2. (C) FUEL SYSTEM,INJECTOR - CONTAMINATION
  3. (C) FUEL SYSTEM,INJECTOR - CORRODED
  4. (C) FUEL SYSTEM,FUEL CONTROL - CORRODED
  5. (C) MAINTENANCE - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

6. (F) WEATHER CONDITION - LOW CEILING
  7. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

Certificate:	Commercial	Age:	28
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	488 hours (Total, all aircraft), 124 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N55654
Model/Series:	PA-34-200 PA-34-200	Engines:	2 Reciprocating
Operator:	DENNIS W. GRINAKER/THOM BRYON	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-360-C1E6
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BIS, 1677 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 400 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 290°
Temperature:	-4° C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	BISMARCK, ND (BIS)	Destination:	FARGO, ND (FAR)

## Airport Information

Airport:	BISMARCK MUNICIPAL (BIS)	Runway Surface Type:	Asphalt
Runway Used:	31	Runway Surface Condition:	Dry
Runway Length/Width:	8788 ft / 150 ft		

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	VERLIN B TRANTER	Adopted Date:
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .	

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The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.